



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H142205

Mode: Highway

Status: Submitted

US-21

From/Cross Street: SR-2375 (Houston Rd), SR-1312 (Flower House Rd)

Specific Improvement Type: 10 - Improve Intersection

To:

Project Category: Regional Impact

Length: 0.5

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$1,500,000

Description:

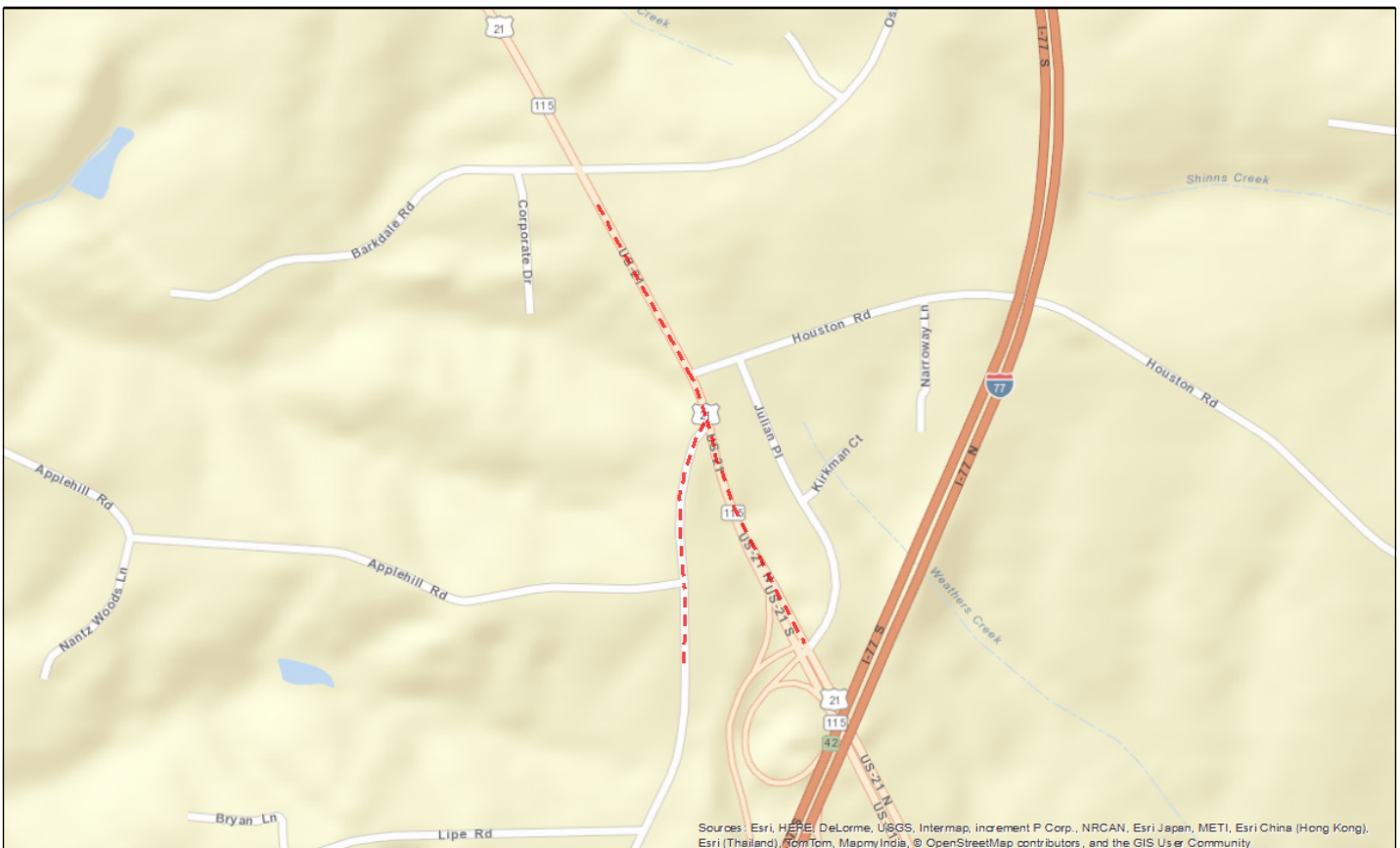
Realign & signalize. I'm entering the project as adding turn lanes since there's no option for "realign/signalize". I tried to enter it as a new location project to get a better cost estimate, but it wouldn't let me select a cross section.

Division(s): Division 12

County(s): IREDELL

MPOS(s)/RPO(s): Charlotte Regional Transportation Planning Organization

Project Location



Sources: Esri, HERE, DeLorme, U.S.G.S., Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Statewide Mobility Total Score: 0

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Totals: Weight: 0% Weighted Score: 0	N/A	N/A

Regional Impact Total Score: 60.97

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
[Travel Time] Benefit/Cost (25%) 43.94	Percent: 15%	Percent: 15%
Accessibility / Connectivity (10%) 11.91	Points: 100	Points: 100
Congestion (V/C) (25%) 55.17		
Safety (10%) 50.00		
Totals: Weight: 70% Weighted Score: 30.97		

Division Needs Total Score: 24.82

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 55.17	Percent: 25%	Percent: 25%
Safety (10%) 50.00	Points: 0	Points: 0
[Travel Time] Benefit/Cost (20%) 43.94		
Totals: Weight: 50% Weighted Score: 24.82		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	51
Length (miles):	0.5
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Minor Arterial
Terrain Type:	Rolling
Lane Width:	11
Paved Shoulder Width:	1
Roadway has Curb & Gutter?	No
Volume (AADT):	23724.82
Capacity:	31165.35
Volume/Capacity Ratio:	0.76
% Autos:	95%
% Trucks:	5%
Truck Volume:	1186.24
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	66.7
Severity Index:	33.3
County Tier Designation:	3
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	22
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	84
Actual Congested Speed:	22.82
Travel Time Index:	2.41

Project Benefits

Project Cross-Section:	
Speed Limit:	51
Length (miles):	0.5
Facility Type:	Arterial
Access Control:	None
Functional Classification:	Minor Arterial
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	4
Travel Time Savings for 30 Years (Total):	2935000
Travel Time Savings for 30 Years (Autos):	2788250.07
Travel Time Savings for 30 Years (Trucks):	146749.93
Long-Term Employment:	
% Change in Economy:	
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	Yes
CTP/LRTP Name:	Troutman CTP
CTP/LRTP Completion Year:	2014
Submitted by:	Division 12

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!ine tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 12	100%	100	0
	0%	0	0
	0%	0	0
TOTAL Division Points		100	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Charlotte Regional Transportation Planning Organization	100%	100	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		100	0

Project Cost and Source

Construction Cost:	\$1,000,000	TIP Unit
Right-of-Way Cost:	\$250,000	TIP Unit
Utilities Cost:	\$250,000	TIP Unit
Total Project Cost:	\$1,500,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$1,500,000	